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The Highest Possible Award.  
**JOSEPH**  
**GILLOTT'S**  
**PENS.**  
Of Highest Quality, and having  
Greatest Durability are there-  
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The Only Award Chicago, 1893

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# A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## SCOTCH WHISKY.

### WATSON'S CELEBRATED

**BLND**

### VERY OLD LIQUEUR SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ..... \$16.50

The following are also recommended, and are of fine quality:—

A.—THORNE'S BLEND	Per Doz. \$12.00
B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age	12.00
C.—ABERLOUGH, GLENLIVET	13.50
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	16.00

# A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

points out, Shanghai has honoured his memory by erecting a fine statue in a prominent position, but Hongkong, which really benefited even more by his labours, has not even commemorated the fact by conferring his name on a street or road. It is, of course, never too late to perform an act of justice or of grace, and we think that the Colony would only be doing its duty tardily by now erecting a statue to the memory of this dauntless and high-spirited diplomatist. In the conduct of his duty to his country Sir HARRY PARKES was always and equally undeterred by personal danger, the fear of official censure, or the hope of praise. In those days the resolute Consul or Minister was exposed to perils that our officials are strangers to in the present. Mr. PARKES was captured by the Chinese, and thrown into a filthy gaol, narrowly escaping with his life, during the Anglo-French War with China, and later, when Minister in Japan, nearly fell a victim to the assassin in the streets of Tokyo. During the whole of his eventful career Sir HARRY PARKES was continually striving to protect British interests, and it cannot be doubted that the stress of the contest told severely upon his somewhat delicate frame. He never allowed himself to grow weary in the strife, and was ever ready to stand up for the interests of his fellow countrymen. It is not fitting that such patriotic services, so freely rendered, should be allowed to slip from the attention or the knowledge of the coming generation. It is true that they are immortalised in the chronicles of British intercourse with the Far East, and form its brightest pages, but we should like every Briton who lands upon our shores to find this great founder of our fortunes here facing him in bronze or marble. In other words, a handsome statue of Sir HARRY PARKES should stand in a most conspicuous place, say in front of the chief landing place in Victoria or Kowloon. We believe there would be no difficulty whatever in collecting funds for the purpose, and if desired should be glad to open a subscription for the purpose.

With the kind permission of Captain Tudor and officers, the band of H.M. S. *Cressy* will play at the Ladies' Recreation Club at 3.30 p.m. to-day.

The A.D.C. will only give four performances of *His Excellency*, viz., on the 13th, 18th, 19th, and 20th inst. There will therefore be no performance on Ash Wednesday, the 17th inst., a matter about which a correspondent wrote to us recently.

Mrs. Mary Alice Symington, wife of Mr. James R. Symington, C.E., of Quarry Bay Shipyard works, died at the Victoria Hospital, the Peak, yesterday. The funeral procession will pass the Monument this forenoon at 11.30 o'clock.

The jurors' list for 1964 is posted at the Supreme Court. It is noticeable that the name of a well-known gentleman who was delinquent in the matter of attendance at the last Sessions appears twice on the same list. What will happen if he is drawn for the jury in his duplicate capacity?

We understand that Capt. Dicken, the new Commodore, is expected by the next English mail. Mrs. Dicken accompanies her husband. Captain Barnes-Lawrence, who succeeds Commander Ramsey as harbour master, is expected by the P. & O. steamer *Java*, due about three weeks hence. Captain Barnes-Lawrence is accompanied by his wife and daughter.

A question has been brought to our notice which is certainly one of public interest. A correspondent, of whose bona-fides we are perfectly sure, states that, when visiting a seriously sick friend at the Government Civil Hospital this week, he found his friend with a temperature of over 105 degrees, but during the 20 minutes he was there he could not find a nurse within call. Our correspondent says that surely in such a case there is need for a nurse, if not actually at hand, at least within calling distance. It was stated recently, if our memory serves us, that the Hospital has lost two nurses in the past year through resignation. It would be satisfactory to know whether the nursing staff is now adequate in numbers or not.

The following appointments have been made at the Admiralty:—Captains.—F. G. Kirby, to the *Leviathan*, to date Jan. 11; the Hon. W. G. Stopford, to the *Glory*, as Flag Captain to Vice-Admiral Sir G. Noel, undated. Commanders.—R. W. Buntin, to the *Glory*, to date Jan. 7, and for special service on recommissioning; Lieutenants.—C. F. Metcalfe, to the *Kinsha* on recommissioning; F. J. B. Gibson and G. B. Alexander, to the *Waterwitch*; J. O. Barron, to the *Etelope*, additional; G. Bashford, to the *Amphitrite*; R. A. Wilson, to the *Talbot*; H. L. Shephard, to the *Glory*; A. D. Grant, to the *Cressy*; R. D. Foster-Forbes, to the *Tamar*, for the *Glory*, as secretary to Vice-Adm. Sir G. Noel, to date Jan. 15. Assistant Paymasters.—J. P. Ratcliff, G. B. Osborne, R. T. Johnson, and C. Prior, to the *Glory*, as secretary's clerks, to date Jan. 15.

We see that our Yokohama contemporary, the *Japan Mail*, says: Newspapers do an abundance of mischief. They are the most effective existing instruments for promoting international ill-will.

It is reported from South Africa that many mining houses confidently expect the introduction of Chinese labour by this month, and are already considering fresh schemes of development. There are no signs at this end of activity in the direction indicated.

H.M.S. *Diadem*, first-class cruiser, 11,000 tons, Captain F. St. G. Rich, arrived at Colombo from Australia on the 19th ult., and was expected to remain until the 25th ult., when she was to proceed home, unless orders to the contrary were received.

Two late China squadron vessels are mentioned in the most recent mail papers. H.M.S. *Gothic* was ordered to leave Chatham on the 7th January for Jarrow-on-Tyne to be refitted by Palmer's Shipbuilding Company. H.M.S. *Argonaut*, Capt. G. H. Cherry, arrived at Plymouth on the 3rd ult. and proceeded to Chatham to pay off on the 14th.

We may remind our readers that the concert advertised by Madame Casadatti takes place at the City Hall this evening. The programme is one which should attract all lovers of music, for it promises a rare musical treat. Madame Casadatti, who comes to the Colony with a high reputation as a pianoforte-player, will be assisted by Mrs. A. H. Ough (violinist), and by Mrs. A. G. Gordon, Miss Murray Bain, and Mr. G. H. Edwards, as well as by the Philharmonic orchestra.

A Berlin paper has a curious legend about Prince Adalbert of Prussia, who visited Hongkong lately, and is now serving on the *Hertha* on this station. The story is the form of a telegram and is as follows:—A remarkable controversy has been excited by the conduct of the German Emperor's son, Prince Adalbert, during the voyage from Genoa to the Far East to join the German warship to which he has been appointed as sub-lieutenant. The Prince, who travelled by the German steamship *König Albert*, all the way out to China, carefully avoided the German passengers, and associated exclusively with Americans and English. It is stated that the Prince was polite to American ladies on board, while he ignored the fair Germans. The German passengers were greatly agitated by the Prince's lack of attention to them, and wrote protests to the newspapers here.

## SIR F. TREVES EXPECTED AT HONGKONG.

Sir Frederick Treves is expected at Hongkong about the end of this month. He has retired after many years' hard work, and is now travelling for pleasure. Sir Frederick Treves, it will be remembered, was one of the distinguished surgeons who operated on the King at the time when His Majesty's illness caused such commotion and anxiety to the Empire. He was awarded K.C.V.O. and C.B., both in 1901. He has been Sergeant-Surgeon to the King since 1901. Included in his other titles are:—Knight of Grace of the Order of St. John of Jerusalem; Surgeon-in-ordinary to H.R.H. the Prince of Wales; and consulting surgeon to the London Hospital. He was born at Dorchester in 1853, and educated at the Merchant Taylors' School. He was a professor of anatomy and professor of pathology, Royal College of Surgeons, from 1881 to 1888; examiner in surgery at the Cambridge University 1891-96; consulting surgeon to the Forces in South Africa 1900; was with the Ladysmith relief column (medal and three clasps); and surgeon extraordinary to the late Queen 1900-1901. He is the author of numerous papers on anatomy and surgery, and the following books:—*Manual of Surgery*; *Manual of Operative Surgery*; *Treatises on Intestinal Obstruction, Peritonitis, and Perityphlitis*; *German-English Dictionary of Medical Terms*; and *Tales of a Field Hospital*, 1900. His favourite pastimes are boat-sailing and sea-fishing.

By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m.:—

March—*Marche des Toreros*.....Gordon Clarke  
Entr'acte—*Mimi*.....Hamilton Card  
Selection—*The Toreador*.....Ivan Caryl  
Dances from *Nell Gwyn*.....Edward German  
Selection—*Mendelssohn's "Songs Without Words"*  
Waltz—*"Valse des Fleurs"*.....Tchaikovsky  
Two-step—*"Mumblin Mow"*.....Thurbon  
"God Save the King."

MENU.  
Hors d'Oeuvres  
Caviare and Egg Canapés.  
SOUP.  
Potage Creme de Asperges.  
FISH.  
Salmon a la Maitre.  
ENTREES.  
Chicken a la Toulouse  
Filet of Beef a la Nelson  
Mongolian Patties.  
CURED.  
Lamb.  
JOINTS.  
Roast Ribs of Beef and Horse Radish  
Roast Turkey and Sage  
Boiled York Ham and Champagne Sauce.  
COLD.  
Roast Pheasant.  
SALAD.  
Artichokes.  
SWEETS.  
Pudding a la Royal  
Lemon Water Ice and Finger Cakes  
Apple Tart  
Tartlet Cakes.  
DESSERT.  
Coffee  
Fruit.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

### THE NORTHERN CRISIS.

Kobe, 4th February, 10 p.m.

### JAPANESE ORDERED FROM VLADIVOSTOCK.

The Japanese Commercial Agent at Vladivostock informs the Government that all Japanese have been ordered to leave Vladivostock, which is now under martial law.

### RUSSIAN SQUADRON LEAVES PORT ARTHUR.

A Russian squadron has left Port Arthur. Its destination is unknown, but it is believed to be proceeding to Chemulpo.

### REUTER'S SERVICE. THE NORTHERN CRISIS.

LONDON, 3rd February.

It is announced in St. Petersburg that the Russian reply to Japan will be delivered on the 6th inst. The renewed postponement has caused great exasperation in Japan. Viscount Ito was summoned from his country seat during the night, and subsequently a seven hours' Council was held, at which the Premier, the Senior Statesmen, the Ministers of War and the Navy, and three Admirals were present. Great importance is attached to the meeting.

News from St. Petersburg says that the General Staff has authorised Admiral Alexieff to declare war and to open hostilities if circumstances indicate the necessity. An Imperial Manifesto proclaiming war is expected to follow sharply if Japan rejects the arrangement proposed in the Russian reply.

### PROCEEDINGS IN PARLIAMENT.

LONDON, 3rd February.

The Lords have voted the address. The Marquis of Lansdowne, when asked whether Great Britain had offered her good offices in the Far East, said it was undesirable to offer offices unless it was known that they were desired; and it was an open secret that one of the disputants does not want mediation. In regard to Tibet, he promised to lay the papers on the table of the House; Lord Spencer would then learn the true origin of the mission, which was political, not military. The Marquis of Lansdowne said he did not conceal his sympathy with Mr. Chamberlain's aspirations to draw the parts of the Empire closer together, but the Government recognised the difficulties and only showed common prudence in declining to be rushed.

### THE NORTHERN CRISIS.

In Naval circles in Hongkong it is reported that considerable activity has been evinced during the past few days. The *Ocean* and the *Vengeance* are both heavily provisioned with war rations and are expected to sail this morning, ostensibly for Mirs Bay, but more probably for the same destination for which the cruisers of the British squadron have already departed. The sloop *Vestal* is also ready for sea, with war provisions and munitions on board. To-morrow 50 Sherwood Foresters are due to sail by the s.s. *Dorcas*.

Among the arrivals by the *Seydlitz* yesterday morning was Major Baker-Brown, R.E., who only left Hongkong on the 21st ult. homeward bound on the *Diluvium*, his term of duty having expired. He has been recalled to duty—a fact which is significant.

According to Japanese papers, the *Nishin* and *Kasuga* were expected to arrive at Yokosuka on the 10th inst. Our contemporaries do not seem to have allowed much time for the distance between Singapore and Japan.

The N.C. Daily News publishes a special telegram dated Tokyo, 30th January, to the following effect:—The Russian reply is expected here in four or five days. The exchequer bonds to be floated immediately amount to a hundred million yen (£10,000,000) issued at 95, with 5 per cent. interest, repayable at par in five years, while various taxes are to be enhanced to the extent of fifty million yen. Marquis Ito, Marquis Yamagata, Count Katsura, Baron Komura, and Vice-Admiral Baron Yamamoto had a prolonged conference to-day.

Russian troops were reported gathering near Hainimatang on the 30th ult. Hainimatang is the most important place on the line which branches from the Shanhaikwan-Newchwang railway.

The drag market is reported very active in Japan owing to very large purchases by the military authorities.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 5th at 11.55a. The barometer has risen over E. Japan, fallen in N. China. Pressure is high over the Yellow Sea, and gradients are slight on the China coast with decreasing monsoon in the Formosa Channel. Moderate gradients with fresh monsoon over the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

### FIRE IN BONHAM STRAND.

Hongkong was rudely alarmed by the clanging of the alarm bell shortly before 9 p.m. last evening. Fire had broken out at the premises of the Lee Wo Leung Hong, No. 72 Bonham Strand, where a medical business is carried on. The brigade, under Deputy-Superintendent of Police E. K. Hallifax, hurried to the scene, getting escapes and hoses with them. At the outset the conflagration was confined to the top floor; the flames ascending above the house and showing a bright reflection on the tops of houses around, while a cloud of sparks travelled westward before a moderate breeze. Commencing with one jet of water, the brigade gradually got others coupled to the various connections, directing the play through the top windows of the house. Fire eventually spread to the next house, No. 74, occupied as a dwelling house for the same long, No. 72 being a glassing godown. Judging by the numerous forces hissing characterising the fire, there must also have been a number of Chinese New Year crackers in the house. "Joss piggin" as a Chinaman called it. After some time an escape was rigged up to the top verandah of No. 74, and three brigade men went up with hoses to direct the water. About the same time an escape was put up in Jervois Street, and a hose brought to play on the back of the house, over a Jervois Street house-top. With the roof of No. 72 gone, and both 72 and 74 pretty well gutted out, the fire was well under control at 10 o'clock. From the insurance agents watching the fire we gathered that the houses, etc., were insured with four firms:—Messrs. Siemens & Co., the Ping On, the Chun On, and the Tung On. Our informants estimated the total insurances as amounting to from 70 to 80,000 dollars.

### FOOTBALL.

H.K.F.C. v. N.A.V.

In this match yesterday the Club, winning the toss, decided to play with the wind. Gordon kicking off, play was kept in the Club half. Shortly afterwards Chard, of the Club, got a nasty knock, disabling him, but he returned to play after a short rest. The Club made a bold rush up the field, and though Jordan, having secured the ball, was well collared when near home, he passed to Sclanders, who scored. Pearse failed to convert, though he made a good kick. Play was continued in the Navy half. The Navy securing the ball made a good rush to the line, but scoring was saved by Sclanders. A further rush made by the Navy was saved by being forced out of touch. At half time the score was:—Club, 3 points to nil. On play being resumed the Club pushed hard. Jordan secured the ball and passed well to Pearse, who tried a kick, but the wind carried the ball over the line; it was saved by Gordon touching down. Play then drifted to the Club half, and after some little play was carried to the Navy full, Corsar, who made a splendid run successfully dodging Club forward, but dropped the ball. Lewis (Navy) securing the ball was badly tackled by Pearse and both fell, injuring Lewis's left ankle, necessitating his being carried off the field. A touch down by de Veuille saved a try against the Club. Jordan secured the ball, and after passing to Pearse, who returned the ball, put on another try, which was neatly converted. Time being called, the Club had won by eight points to nil.

R.E. v. H.M.S. "CRESSY."

This Association Shield match was played on Happy Valley yesterday and resulted in a fine victory for the sailors. Soon after the start Townsend scored a beauty for the *Cressy*, and before many more minutes passed the same player rushed down again and scored a second goal. Three successive corners came to the *Cressy*, and from the third McCoy managed to test the R.E. goalkeeper with a swift shot. The *Cressy* kept up the attack showing fine combination. Shot after shot came from their forwards, McCoy scoring a fourth goal in excellent style. Before the interval Townsend headed a fifth goal from a centre by McCoy. The R.E. were quite out of the game. The wind was with them in the second half, and they kept out the sailors for a long period. Then the bombardment recommenced, and shots by Hill, Townsend, and Mills raised many a cheer. Mills scoring an off-side goal. Play was all in the R.E. half, and another goal soon came scored by McCoy. Before the whistle sounded the final the following had scored goals:—Hill (3), McDonald (1), Townsend (1), McCoy (1). The full score was:—*Cressy* 12; R.E. 0.

This afternoon on the Happy Valley the Hongkong Football Club will play the Sherwood Foresters. Kick-off at 4 p.m. The following will play for the Club:—

F. H. Kew, goal; H. C. Austen and V. F. Annett, backs; H. C. Gray, C. T. Kew, and J. W. C. O'Connor, halves; W. H. Williams, C. B. S. Cooper, E. Hancock, E. A. Whitmore, and H. A. Brent, forwards.

A contemporary romance of real life reached its final chapter in the death of the Rev. Shirley Baker at the close of last year. Originally a Wesleyan missionary in the Tongan Archipelago, he acquired such an extraordinary ascendancy over the late King George (a patriarchal potentate who remembered the visit of Captain Cook in his boyhood) that he eventually became not only the Prime Minister, but the Poob-Bah of the group, concentrating every office of importance in his own person. The Australian Wesleyan Conference, to which he owed spiritual allegiance, came into sharp conflict with him. He decreed the expulsion of Wesleyanism, and founded a new State religion of his own. His determined persecution of the natives who refused to join this new body led to the intervention of the late Sir John Thurston, then British High Commissioner for the Pacific. Mr. Baker was escorted on board a British man-of-war, and sailed to New Zealand. He returned to the group a couple of years ago, claiming to be a Church of England clergyman, but all his efforts to regain his old power were unavailing.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-seventh report of the court of directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, the 20th February, at noon.

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December, 1963.

The net profits for that period, including \$1,435,683.17, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,771,886.08.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$8,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,251,886.08, out of which the directors recommend the payment of a dividend of one penny and ten shillings sterling per share, which at 4/6 will absorb \$538,333.33, and balance of ten shillings sterling per share, which at 4/6 will absorb \$177,777.78.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 1/8, the rate of the day, amounts to \$1,128,468.89.

The balance \$1,417,386.08 to be carried to new profit and loss account.

### DIRECTORS.

Mr. A. J. Raymond has been elected chairman for the year 1964 and Mr. H. E. Tomkins Deputy Chairman.

The Honourable R. Shawan having resigned his seat on leaving the Colony, Mr. C. A. Tomes has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. E. Geets and the Honourable C. W. Dickson retire in rotation, but being eligible for re-election offer themselves accordingly.

### AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, the latter acting for Honourable C. S. Sharp who is a tenant from the Colony.

Honourable C. B. Sharp, who is shortly returning to the Colony, and Mr. W. Hutton Potts offer themselves for re-election.

### THE ACCOUNTS AS FOLLOWS:—

#### ABSTRACT OF ASSETS AND LIABILITIES.

31st December, 1963.

Paid-up capital	10,000,000.00
Reserve fund	10,000,000.00
Silver reserve fund	8,500,000.00
Marine Insurance account	250,000.00
Unclaimed dividends	—
Unclaimed interest	—
Unclaimed bonus	—
Unclaimed commission	—
Unclaimed other income	—
Unclaimed other assets	—
Unclaimed other liabilities	—
Unclaimed other income	—
Unclaimed other assets	—
Unclaimed other liabilities	—
Unclaimed other income	—
Unclaimed other assets	—
Unclaimed other liabilities	—

Total

10,000,000.00

10,000,000.00

8,500,000.00

250,000.00

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## SPORTING NOTES.

The H.K.C.C. to-day meet the Navy on the Cricket Ground, the commencement of the game being fixed for 11.30 a.m. The Club has the assistance of three military players, but does not look very strong in bowling. It is to be noted that only four of the recent Interport team are playing. As the Navy has a good number of vessels to draw upon I should not be very surprised to see the Club "caught napping," but still its batting talent is great and perhaps may pull it through. The last Club v. Navy match was played on New Year's Day and the next day, when the Club won by an innings and 50 runs. The Club had a better team on that occasion, and the Navy XI, to say the least, unrepresentative; in fact, that XI was challenged by another naval team, but the game unfortunately never came off. To-day's naval team appears to be considerably better than that with which R. Hancock and Wm. Dixon wrought such havoc six weeks ago; but the list is not public yet.

Two League matches are fixed for to-day—Civil Service C.C. v. Hongkong C.C. Reserves and Craigengower C.C. v. Parades. If the Civil Service C.C. win their match they should make fairly sure of second place at least, but the Club Reserves are improving, and a win to-day is not out of the question. The record of 3 victories to their credit might almost encourage them to keep a score-book, which they have not at present. The following is the table for the competition:—

	P.	W.	L.	D.	P.
A.O.C.	11	10	1	0	30
Civil Service	9	7	1	1	22
Craigengower	10	5	3	2	17
R.E.	9	5	4	0	15
H.K.C.C. "A"	9	3	6	0	9
H.M.S. Tamar	7	2	5	0	6
R.A.M.C.	8	1	7	1	4
Parades	8	1	7	0	3

The Association football match to-day between the H.K.F.C. and the Sherwood Foresters should be interesting as providing a line whereby to arrive at an estimation of the Foresters' capabilities, hitherto not really tested this season. Their Shield tie v. the Rovers was farcical, and friendly games played by them are no index of their strength. It seems, however, that it will be unsafe to reckon on the military and naval teams entered for the Shield this season, as service movements may upset all calculations. The Sherwood Foresters, for instance, lose some of their men by the departure on the *Borneo* to-day of a draft for the North. Should they win their second tie, on the other hand, v. the *Cressey*, who yesterday made an awful exhibition of the Royal Engineers, they may be reinforced from home before the third round finishes. As for the naval teams, much may depend on how the Shield committee decide about the unfinished in the specified time owing to the absence of ships from the Harbour.

Two very interesting hockey games have been played this week, the *Vengeance* on Thursday defeating the 114th Mahattas in the first round by 2-0, and the *Albion* beating the Club in the second round yesterday by 1-0, both having byes in the first round. The *Vengeance* has now to meet the 53rd Burma's second team in the second round, the time for completion of which ends on the 22nd inst.

Training on the Race Course has been somewhat interfered with by the two wet days. The most notable incident of the week has been the utter banishment of *Narves* from Derby favouritism after he stopped dead and threw his rider on Thursday morning. With the huge number of entries—beating all previous Hongkong records—the principal events seem more than usually open this year.

The eighth club race towards this season's championship of the Royal Hongkong Yacht Club will be sailed to-day and to-morrow—championship-class to-day, others to-morrow. I understand that Sir F. Treves, who is shortly to visit Hongkong, is a keen yachtsman; I do not know whether it is contemplated, among his entertainments at Hongkong, to take him for a sail in the Harbour.

The M.C.C. team in Australia yesterday started the return match with Victoria. On the 12th the return with New South Wales begins, and on the 26th the fourth test match, at Sydney. The remaining fixtures of the tour are the fifth test match, at Melbourne, on the 4th March; and the return game with South Australia, on the 12th March.

How Rugby football has grown in France may be gathered from the fact that the Rugby section of the Racing Club de France is this season engaged in three cup competitions—i.e., for the Williams Cup, the Olympic Cup, and the championship of France. The Racing Club, which, by the way, was founded as long ago as 1883, and has consequently come of age this year, has for its opponents this season among French clubs in friendly matches—Tours, Bordeaux, Toulouse, and Lyons, and in the cup competitions the Sporting Club and the Stade Francaise. It has already made a good start this season for the Williams Cup with a victory over its great rival, the Stade Francaise by 20 points to 6.

## OMPAX.

The following delightful bit of baboo English, written by a Bengali clerk, appears in an Indian paper:—"Honourable sir,—Kindly excuse this poor servant from attending on your honour's office this day as I am suffering from the well-known disease commonly called ache of the interior economy, and I shall ever pray,—Your's ever faithful, RAM CHANDOR, P.S.—Oh death, where is thy sting?"

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 4th February.  
PRIESTS AND PLACARDS.  
Last night another inflammatory placard was posted up—to be torn down by the police this morning. This placard was a facsimile of that found in Canal Road last week. Some light seems now to be thrown on the subject, thanks to the investigations of the Government spies who are on the *qui-vive* at present. The culprits appear to be priests, who are seeking to win the ear of the coolie class, which cannot be approached in any other way. What grievance these priests have against foreigners it is hard to conceive—one would imagine that they derive considerable profit from the globe-trotter element, which contributes large sums towards the income of the "show" temples. However, the story may not be true. If any fears existed among foreigners on Shumwan, they were surely allayed by the arrival of H.M.S. *Albatross*, which is at present in port. To-day is the day fixed by the placard-posters for the rising, but all is quiet.

FIRES.  
Fires have been very frequent during the past few days. On Tuesday of last week there was a fire at the western end of Honam Island, followed by another on Thursday to the east. The latter burnt almost to the water's edge. On Sunday, Monday, and Tuesday nights in this week the steam-whistle on the fire-boat in the river announced fires. The only one of any importance was that on Sunday, it burnt out a score of large shops in the Thirteenth Ward and was not got under for two hours.

RAILWAY ITEMS.  
Mr. Burns, the chief of the engineering staff of the Railway, left Canton on Monday for the United States. During his stay in Canton he made himself very popular with all with whom he came in contact. He did excellent work in pushing on the Fatahan branch, and it is largely owing to his business capabilities and powers of organising that so much has been already done. In connection with the Railway, it may not be generally known that a survey was completed—some time ago—of the country between Canton and Whampoa. This will make the news that the construction of the Kowloon-Canton railway has at last definitely been decided upon welcome to Britishers. The influence of Hongkong as a centre for the Liang Kwang trade would not be enhanced by a Canton-Whampoa line.

## NOTES FROM THE BOTANIC GARDENS.

Many of the magnolias are very showy plants when in flower, and some of these would be also well worth growing for their foliage alone. A specimen of *Magnolia conspicua* may now be seen in flower on the bank below the large rose-bed in the new garden. This is a deciduous species, and is now without leaves; but that the name is an appropriate one which is not always the case, everyone who knows the plant must admit. The flowers are produced in great numbers, creamy white in colour, and between five and six inches across. This species makes a large bush in Hongkong, and has been in cultivation in England for more than a hundred years. It is a native of China and Japan.

*Bougainvillea* is a small genus of very ornamental plants, natives of South America. Just now *Bougainvillea spectabilis* is coming into flower on a bank on the west side of the Garden Road. The most conspicuous part of these plants is their bracts, that surround the flowers, which are of different shades of purple. There are two varieties in the garden, and both of them may be seen growing in close proximity. The flowers are yellow in colour, but they are small and almost hidden by the highly-coloured bracts. The plant belongs to the family *Nyctaginaceae*, and was introduced into England in 1829.

*Bignonia venusta*, mentioned a fortnight ago, is now at its best in the gardens.

## HOCKEY.

H.K.C.C. v. H.M.S. "ALBION."

This game yesterday in the second round of the Hockey Cup (both teams having drawn byes in the first round) ended in a win for the *Albion* by 1-0. Play was advertised to start at 4.15, but it was after 4.35 when a commencement was really made, and then the Club captain put in a substitute at half-back, Kayvett not having turned up. He arrived a few minutes after the start, unfortunately too late. His place was occupied by Dr. Horley, of the *Waterwitch*, which ship thus supplied five members of the Club team. The game was less than 5 minutes old when a hot shot by Dowling went into the *Albion's* goal, but it had broken through the side-net and, so of course did not score. Play inclined in favour of the civilians all through the first half, but their forwards were ineffective in front of goal, and missed their chances. Woodhouse had a fine chance once, but stumbled and shot wide. Half-time arrived with the score nil all. Soon after the restart the *Albions* broke away and scored what proved the only goal of the match, with a rather soft shot. The Club, as in the previous half, did most of the pressing, but could not get on the finishing touch, and so suffered defeat by the margin of a goal. Hooper played as good a forward game as anyone on the field, and Murphy and Woodman were best in defence for the Club. The *Albion* forwards were smart and fast, but the balance of play was certainly in the Club's favour.

## CRICKET.

The following will play for the H.K.C.C. against the Navy, commencing at 11.30 a.m. to-day:—  
Capt. Davies, A.O.C., J. T. Dixon, Lieut. Doran, A.S.C., H. Hancock, Lieut. P. M. Hoath, 110th Mahattas L.I., A. Mackenzie, R. Ponsonby, T. Sercombe Smith, W. C. D. Turner, A. G. Ward, and A. N. Other.

A League fixture between the Civil Service C.C. and the H.K.C.C. Reserves will be played on the Civil Service ground at 2.15 p.m. sharp to-day. The following will be the teams:—  
Civil Service C.C.—Hon. Dr. Atkinson, G. A. Woodcock, H. T. Jackson, A. G. M. Fletcher, P. T. Lumble, L. E. Brett, J. Doveney, W. H. Woolley, J. Lander, R. Wicheell, and F. T. Robins.  
H.K.C.C. Reserves.—C. P. Chater, G. Grimble, T. C. Gray, P. W. Goldring (capt.), Rev. C. H. Hickling, J. Hooper, G. P. Lammer, F. Lammer, D. Piper, N. H. Rutherford, and P. R. Wolff.

The match *Parade C.C. v. Craigengower C.C.* will be played on the ground of the former club in the League to-day, commencing at 2 p.m. To-day following will play for the Craigengower C.C.—L. E. Lammer, J. D. Kinnaird, A. O. Brown, R. Bass, M. E. Asger, E. Ford, J. Craik, J. P. Jordan, L. A. Ross, R. Pestonji, and J. L. Stuart.

To-day on the Craigengower ground a team from the Craigengower C.C. will play the Lusitano C.C.

## POLICE COURT.

Friday, 5th February.

BEFORE MR T. SERCOMBS SMITH (POLICE MAGISTRATE).

EMBEZZLEMENT.  
Paul Roseb, a German, was prosecuted at the instance of A. Hanart, on behalf of the Anonyma Tobacco Company of Manila, for embezzlement of the sum of \$261, being the result of certain sales of cigars made by the defendant, as representative of the Anonyma Tobacco Company, in Canton, during the month of December, 1903, and January, 1904.

Evidence for the prosecution went to show that the defendant was entrusted with a quantity of cigars to sell in Canton for the complainant company. The cigars were valued at \$380. Of these cigars the defendant was authorised to use a certain number as samples for prospective purchasers. He was also entitled to deduct 20 per cent. and certain expenses by way of remuneration. This left a balance due by defendant to the company of \$281, the amount he was charged with embezzling.

In the middle of January Mr. Nollé, proprietor of the Anonyma Tobacco Company, then in Manila, received a letter from defendant stating that he had sold the cigars, and been paid for them, but that it had been stolen from him while watching a *fan-tan* game. The matter was allowed to drop, the complainant looking upon it as simply a misfortune and desired defendant to exercise more care in dealing with money belonging to the company. Subsequently the complainant received information that the defendant, at about the time he had said the money was stolen, sent a remittance of nearly the whole amount to Singapore. The complainant company knew that at that time defendant had no money of his own, as he was advanced merely sufficient for his current expenses, and had no other resources. Mr. Hanart, on behalf of the complainant company, corroborated the above, and testified that on receiving news of the defendant's having made that remittance he asked him for an explanation, when defendant denied having made any remittance, and repeated the story of the theft. Defendant told witness that a friend knew of the theft and would prove it for him, but when that friend was seen by witness he entirely denied all knowledge of the theft, saying he did not believe it, and adding that defendant had asked him to corroborate his story, though he knew that his friend knew absolutely nothing about it. The defendant had then returned to Hongkong and on account of certain information he received regarding the doings of defendant in Hongkong, he caused his arrest on the charge of embezzlement. His Worship, after hearing further evidence to the same effect, said that it was a case that must go before a jury, and committed the defendant to take his trial at the next Criminal Sessions. Defendant reserved his defence, and asked to be allowed to communicate with the German Consul. He was referred to the gaoler concerning that matter.

JAPANESE CURRENCY IN CHINA.  
An occasional correspondent writes to the *Kobe Chronicle*:—  
Shortly after returning from China on the outbreak of war in 1894 I had occasion to call at a certain Japanese bank, where I found several cases of *sycee* silver, commonly called "horsehoe" silver, the currency of China. Upon enquiring I was informed that the silver was intended for the payment by the Army then in China for *coolie* hire and other expenses. I know from experience that our silver was beginning to be accepted as supplementary to the Mexican dollar in China, and had a prospect of superseding the latter, and I thought the idea of our importing "sycee" at great expense and trouble through foreign banks in China a quite unnecessary measure. I at once wrote to the then Governor of the Bank of Japan, Baron Kawada, and explained the growing popularity of *sycee* in China, stating that there would be no difficulty in the Army tendering our money, we being in a position to force acceptance if necessary. It was a great satisfaction to me to observe shortly afterwards that the importation of *sycee* silver was discontinued. Japan being now a gold country, it will be interesting to know how the Government will deal with the matter referred to above in the event of our armies reaching North China. There will, however, be no difficulty in using our 50, 20, 10 and 5-sen pieces in that territory.

## LATE TELEGRAM.

[VIA CRYLON.]

## THE TIBETAN QUESTION.

Calcutta, 16th January.  
General Macdonald reports from Phari, on January 11th, that he has returned there, having left the Mission with all available supplies, entrenched at Thana in a strong position within a walled enclosure. The following composed the escort, under Colonel Hogue:—  
4 Companies of the 23rd Pioneers, a 7-pounder gun, the machine-gun section of the Norfolk Regiment, 20 Madras Sappers, and medical supply detachments. Strong winds and the severe cold tried the men and the animals, but there were no casualties. Tibetan villagers had attacked Lieut. Grant, pelting him with stones. They also carried off his rifle. The affair is under investigation by the Political Agent.

18th January.  
Phari Fort, which was supposed to be impregnable, has surrendered to the Mission. The Fort was found to be full of old chain armour, helmets, swords, spears, and gunpowder. The litter was destroyed. The people are friendly.

19th January.  
Dispersing reports state that 3,400 Tibetans are said to have collected forty miles beyond Phari, and that hostilities are not impossible in the near future. The weather continues fine. Despite fifty to fifty degrees of frost the troops are keeping very fit.

22nd January.  
Latest advices from the Thibet Mission state that the officers who visited the big Tibetan Camp at Guru report that it is excellently planned with tents of European manufacture. About one thousand additional Tibetans have arrived at Guru.

January 26th.  
General Macdonald and staff, and the Mountain Battery, who returned to Chumbi yesterday, bring the news that Colonel Younghusband and two officers had visited the Tibetan Camp at Guru, where they were insolently received. The Mission is securely entrenched and has ample supplies. Up to the present there has been no overt act of hostilities on the part of the Tibetans.

Intimations have reached the Foreign Office here that Colonel Younghusband paid, on invitation, an informal visit to the Court of the Tibetan Delegates, a camped, with a large number of armed Tibetans, beyond Tana. The result of the visit will not be made public for some time. It is not known whether the Delegates are properly accredited agents of the Lhasa authorities. It is assumed that the Lamas have awakened to the occasion, and the arrival of the Delegates may lead to important conclusions. In the meantime General Macdonald is taking the necessary military precautions. Cautionary orders were issued to the troops yesterday.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 5th February, 1904:—A comparatively fair business has been transacted since the date of our last report, chiefly in shipping stocks, which with the exception of Hongkong, Canton, and Macao, have all appreciated in value in consequence of the withdrawal of many Japanese steamers from various lines to meet the requirements of transport by the Government, and, in view of the increasingly unsettled state of Russo-Japanese relations, for other reasons political and economical. The general tone of the market, with the above exception, has been weaker, and only a decreasingly small investing business has to be reported.

BANKS.—Hongkong and Shanghai remain unchanged and without business at the nominal rate of 84½; London rate also unchanged at 462. Nationals are quoted at 83½ buyers or the dividend of 3/6 per share paid in the 1st inst. MARINE INSURANCES.—With the exception of North China, which are now quoted at 1/6. 67 buyers, we have no changes or business to report under this heading.

FIRE INSURANCES.—Hongkongers are quoted for at 830½ with little business in the market. China Firms remain unchanged with small sales at 82.

SHIPPING.—Hongkong, Canton, and Macao were placed in the early part of the week at 313 and later at 304, market closing with sellers at the former rate. Indos have steadily improved during the week with sales at and between 874 and 879, closing with probable buyers at 879 and sellers at 879. On one fair number of shares have changed hands at from 879 to 883 for July. China Manilas have improved to 8204 after sales at 819 and 820. Douglases, with an unsatisfied demand at 831, gradually improved to 834, at which latter rate shares can now be placed. Star Ferries unchanged and without business. Shell Transports have slightly improved, and sales have been effected at 20s. 6d. market closing with probable buyers at 21s.

REFINERIES.—China Sugars, after small sales at 1104, are in a small demand at 1105. Luzons unchanged and without business. MINING.—We have no business or changes to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong & Whampoa Docks have ruled very quiet with sellers at 8209, and at time of closing at 8208. Kowloon Wharves have found buyers at 885 and also in demand at that rate. New Ancoy Dock unchanged and without business. Farmanhas have small local sales at 11s. 127. LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue dull and neglected at 1150 sellers. West Points have reached to 855 without sales. Hongkong Hotels have been placed at 1146, and more shares are probably procurable at that rate. Humphreys have found further buyers at 111½. Shanghai Lands have advanced in the north to 11s. 112.

COTTON MILLS.—No changes or business to report.

MISCELLANEOUS.—Green Islands, after further small sales at 824, remain on offer at that rate. China Boreons are acquired for at 884 and Watkins at 874. Fenwicks have improved to 851 with buyers. Watsons and Powells have found small buyers at quotations, the latter closing with further buyers at 87.75.

MEXICO.—Hongkong Rope Company Limited ordinary yearly meeting on 6th inst. Hongkong, Canton, and Macao Steam Boat Co., Ltd., half-yearly ordinary meeting on 6th inst. "Empire's Estate and Finance Co., Limited," half-yearly meeting on 10th February. Hongkong Tea Co., Ltd., ordinary annual meeting on 10th February. Transfer books closed to 10th inst. Hongkong and Shanghai Banking Corporation ordinary half-yearly meeting on 20th inst. Transfer books closed from 6th to 20th inst. Hongkong and Whampoa Dock Company, Limited, ordinary half-yearly meeting on 22nd February. Transfer books closed from 8th to 22nd inst.

## NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO. we are requested by them to Roman Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

## LONG, HING &amp; CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us. Inspection is invited to the New Stock now on view.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS.

174, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

## SHIPPING NOTES.

## WEATHER OUTSIDE.

Moderate to fresh N.E. monsoon; wet and cloudy to the north-east.

## A DEERLICK.

Captain J. Pathe, of the s.s. *Volga*, reports having passed what appeared to be junk's mast floating upright as if attached to some heavy body, at 8 a.m. on the 31st ult.; Lat. 11d. 17m. north, Lon. 110d. 37m. east.

## RICE.

Messrs. Gibb Livingston & Co. received between four and five thousand tons of Rangoon rice by the s.s. *Benbow* yesterday. Messrs. Bradly & Co. received upward of two thousand tons of Rangoon rice by the s.s. *Scotsman*.

## THE "PAUL DEAU."

The new French river steamer *Paul Deau*, Capt. Franguel, arrived at Canton yesterday morning, having completed her maiden voyage from Hongkong.

## THE GERMAN MAIL.

The N.D.L. s.s. *Seydlitz* arrived from Bremen yesterday with 126 bags of mail for Hongkong.

## COASTERS.

The s.s. *Hai Ching* arrived from Kwong-chawan yesterday with general cargo consigned to Messrs. Chee Wo. The Douglas steamers *Hailong* and *Haitan* arrived from Swatow on the 4th and 5th respectively. The Portuguese s.s. *Macau* (a freighter, not the gunboat) brought a small quantity of general from Kwongchawan and Macao for the China Engineering & Mining Co. The China Merchants s.s. *Kwang Tai* arrived from Shanghai yesterday with a full cargo of general for Hongkong and Canton. The *Osaka* Shosen Kaisha s.s. *Maidura-maru* arrived from Anping, via Amoy and Swatow, yesterday with general.

## CHINESE SEAMEN IN TROUBLE.

At Cardiff last month thirty Chinese seamen charged the captain of the Bedouin Line steamer *Catiph* with giving them a short allowance of food during the voyage from Singapore to Hull. After the Oriental method, they took the oath by breaking coconuts, in token of the way their souls would be broken if they failed to tell the truth. The stipendiary magistrate, however, came to the conclusion that they did not tell the truth, and they were escorted back to their ship. The *Catiph* had on board a cargo of coal for Russian use in the Far East. Half the crew broke into revolt and threatened to chop off the heads of those willing to go to sea. As they went about brandishing knives and hatchets, the ship's officers and the police armed themselves with revolvers. In the end fifteen of the mutinous foreigners were marched off to the police station, and yesterday they were sent to prison for fourteen days each.

## COAL.

While Japan has been importing tremendous supplies of coal for her navy from England and Australia, she has been exporting soft *Moji* coal as fast as ships were available to carry it away. The P. & O. cargo steamer *Pekin* is now on her way from Moji to Singapore with a quantity of the fuel, intended for the use of P. & O. steamers in the Far East. The s.s. *Volga* arrived from Barry Dock, South Wales, with 6,353 tons of coal, down on the report as being for Hongkong. There is nothing to prevent this coal, of course, from being sent north. Messrs. Dodwell & Co. are agents of the *Volga*. Messrs. Dodwell & Co. yesterday also received a heavy cargo of coal (3,675 tons) from Moji by the s.s. *Honolulu*. Messrs. Sander, Wisler & Co. yesterday received 2,300 tons of coal from Kutchinatu by the s.s. *Hana*.

## STEAMER MOVEMENTS.

The O.S.S. steamer *Tyden* should leave Pacific Coast for this port via Japan on the 18th inst.

The N.P. steamer *Tacoma* has arrived at Yokohama and sails thence on the 5th inst.

The O.S.S. steamer *Nester* left Shanghai on the 4th inst., and is due here to-day, p.m.

The steamer *Oro* arrived at New York on the 1st inst.

The C.P.R. steamer *Athenian* arrived at Kobe at 8 a.m. on the 4th inst., and left again at 9 p.m. same day for Yokohama, where she is due to arrive at 6 a.m. on the 6th inst.

## CHURCH SERVICES.

S. JOHN'S CATHEDRAL.  
7th February; Sexagesima Sunday.  
Holy Communion (7.30 a.m.).  
Matins (11 a.m.).

Responses, Psalms, Venite, Elvay; Psalms, "Langdon's Collection." Hymns and Trants; Te Deum, Cantic in D; Benedicite, Supper in D; Anthem, "Thine, O Lord, is the greatness," Kant.

Holy Communion (12 noon).  
Kyrie, Jack-on in E; Hymns, 172 and 186.  
Evangelion (5.45 p.m.).

Responses, Psalms, Venite, Elvay; Magnificat, Turlin in F; Nunc Dimittis, Wickes in E; Hymns, 282, 283, and 193; Vesper Hymn, Ward (No. 1).

S. PETER'S CHURCH.  
Queen's Road West.  
Matins (11 a.m.).

Venite, Jones; Te Deum, Woodward; Benedicite, Troutbeck; Hymns, 172, 196, 524, and 404.  
Holy Communion, 12.15.  
Evangelion (6.30 p.m.).

Magnificat, Goss; Nunc Dimittis, Crotch; Hymns, 253, 199, 523, and 204.

The Church, *lanche Dayepring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 8 p.m. (Kowloon Police Pier 10.30 and 8 p.m., returning afterwards. The Answering Penman is the call for. All the fittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

GOSEPEL HALL.

Arsonal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—

Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m.

Tuesday—Soldiers' and Sailors' Bible Class 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

## TRADE MARK



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

## MARTELL'S

• \$26.00 PER DOZEN.

• \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$83.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. [41]

## BABIES ON FIRE

With Itching, Burning, Scaly Humours

Find Instant Relief and Speedy Cure

In Cuticura Soap and Cuticura Ointment

When All Other Remedies and the Best Physicians Fail.

Instant relief and refreshing sleep for skin-tormented babies and rest for fretted mothers, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, the great skin cure, and purifier of emollients, to be followed in severe cases by m. doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disgusting, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, eczemas, rashes and irritations, with loss of hair, of infants and children, as well as adults, and in sure to weaken when all other remedies and physicians fail.

Millions of the world's best people now use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, as well as for all the purposes of the toilet, bath and nursery. Thousands of women recommend Cuticura Soap, assisted by Cuticura Ointment the great skin cure, for annoying irritations, chafings and weaknesses, or too free



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the necessary payment. Advertisements and Subscriptions which are not accompanied by the necessary payment will be continued until payment is received. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

BY a Young Man of certain experience, situation in a Mercantile Office or Bank. Apply by letter to—

"D. P. M."

Care of Daily Press Office. Hongkong, 6th February, 1904. [43]

## WANTED.

A GOOD CHINESE SALESMAN. Must be able to speak and write English well. Good references required. Apply to—

"A. B. C."

Care of Daily Press Office. Hongkong, 6th February, 1904. [44]

## TO LET.

"QUARNDON" SEVEN-ROOMED HOUSE Victoria Gap, Peak, Furnished or Unfurnished. Apply—

A. B.

Care of Leigh and Orange. Hongkong, 6th February, 1904. [45]

## JURY LIST 1904.

NOTICE IS HEREBY GIVEN that Pursuant to the Provisions of the Jury Consolidation Ordinance, 1887, I have this day caused to be posted, at the chief entrance to the Court House, a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, 18th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notices.

ARATHOON SETH.

Acting Registrar.

Supreme Court House, Hongkong, 6th February, 1904. [446]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ," OF THE NORDEUTSCHER LLOYD, Captain Dewers, will leave for the above ports TO-DAY, the 6th inst., at 7 A.M.

NORDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 5th February, 1904. [5]

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Rosch, will be despatched for the above ports TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; CO., General Managers.

Hongkong, 5th February, 1904. [442]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"SEYDLITZ," OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 A.M.

All Claims must reach us before the 17th February, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 5th February, 1904. [5]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 5th February, 1904. [447]

## TO LET.

TWO ROOMS, suitable for Office use, entrance from Ice House Street.

Apply to—

SECRETARY.

Masonic Hall, Hongkong, 6th February, 1904. [443]

## NEW ADVERTISEMENT

## HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), the 6th instant, will be for SPOONS, commencing at 2.30 P.M. Ranges: 200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

M. S. NORTHCOTE, Hon. Secretary. Hongkong, 5th February, 1904. [95]

## INTIMATIONS

## WANTED.

CHINESE CLERK; must be Good Penman and Quick at Figures.

Apply to THE SINGER MANUFACTURING CO. Hongkong, 5th February, 1904. [427]

WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.

Address— No. 367, Care of Daily Press Office. Hongkong, 5th February, 1904. [429]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lai-Chi-Kok in a West by Southerly direction at ranges from 1,800 to 3,000 yards at Barrel Targets, commencing at 2.30 P.M. on TUESDAY, the 16th FEBRUARY, 1904, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th February, 1904. [434]

## IN THE SUPREME COURT OF HONGKONG.

## SUMMARY JURISDICTION.

## FOREIGN ATTACHMENT.

Action No. 244 of 1904.

Between W. G. HUMPHREYS & CO., Plaintiffs,

and THE WING CHAN YING KEE FIRM, Defendants.

Supreme Court House, Hongkong, 6th February, 1904. [446]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ," OF THE NORDEUTSCHER LLOYD, Captain Dewers, will leave for the above ports TO-DAY, the 6th inst., at 7 A.M.

NORDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 5th February, 1904. [5]

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Rosch, will be despatched for the above ports TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; CO., General Managers.

Hongkong, 5th February, 1904. [442]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"SEYDLITZ," OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 A.M.

All Claims must reach us before the 17th February, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 5th February, 1904. [442]

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 5th February, 1904. [447]

## TO LET.

TWO ROOMS, suitable for Office use, entrance from Ice House Street.

Apply to—

SECRETARY.

Masonic Hall, Hongkong, 6th February, 1904. [443]

## ENTERTAINMENTS

## A SMOKING CONCERT

will be given by THE VICTORIA RECREATION CLUB, TO-DAY (SATURDAY), the 6th FEBRUARY, 1904, at 9 P.M. Sharp, in the CLUB GYMNASIUM, Kowloon.

Admission ..... \$1.00

COME AND BRING YOUR FRIENDS.

Arrangements have been made with the Star Ferry Co. Ltd. to run a late Launch from Kowloon, at 12.15 A.M.

HAROLD C. AUSTEN, Acting Hon. Secretary. Hongkong, 5th February, 1904. [432]

## THEATRE ROYAL.

## CITY HALL.

TO-DAY (SATURDAY), 6th FEBRUARY, 1904.

MADAME CANDOTTI'S CONCERT. (Pianist pupil of Rubinstein).

Under the Patronage of H. E. the Officer Administering the Government and Mrs. MAY, Sir WILLIAM GOODMAN, Chief Justice, and Lady GOODMAN, Rear-Admiral and Mrs. ROBINSON.

Kindly assisted by the PHILHARMONIC ORCHESTRA, by a German Double Quartet, by Miss BAIN, by Mrs. A. G. GORDON, by Mrs. A. H. OUGH, and by Mr. G. H. EDWARDS.

Tickets for sale at the Robinson Piano Company.

Prices ..... \$3, 2, and 1.

To Commence at 9 P.M. Hongkong, 30th January, 1904. [290]

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Tickets for sale at the Robinson Piano Company.

Prices ..... \$3, 2, and 1.

To Commence at 9 P.M. Hongkong, 30th January, 1904. [290]

## THE HONGKONG AMATEUR DRAMATIC CLUB

will give Four Performances of THE COMIC OPERA

"HIS EXCELLENCY,"

Written by W. S. GILBERT.

Music composed by Dr. OSWALD CARL.

SATURDAY, 13th FEBRUARY.

THURSDAY, 18th "

FRIDAY, 19th "

SATURDAY, 20th "

Commencing each Evening at 9 P.M., precisely.

Dress Circle ..... \$3

Stalls ..... 3

Pit Stalls ..... 2

1st ..... 1

No Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 6th, at 10 A.M.

Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [319]

## NOTICE TO CONTRACTORS.

## CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at this Office until 12 o'clock Noon, of the 1st day of June, 1904, for the construction of the superstructure for a lift bridge over the Biondo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) for the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a statement showing the maximum live and dead loads stresses in each member together with the gross and net sections and the material of which each member is to be composed; (2nd) a certified check payable to the City of Manila in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guarantee that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

PRINTED FORMS FOR BIDS, plans and all necessary information may be obtained at the Office of the City Engineer, Manila, P.I., Engineering News Publishing Co., 220 Broadway, New York City, and the Bureau of Insular Affairs, Washington, D.C.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board, JOHN M. TUTHER, Secretary.

Manila, P. I., January 21st, 1904. [361]

## PRIZE COMPETITION.

THE BUILDING COMMITTEE of the CLUB CONCORDIA, Shanghai, hereby invite the resident Architects and those of Hongkong, Tientsin, Yokohama and Tsingtau, to compete for the prizes hereafter named in designing the plans of a new Club Building, to be erected on the corner-lot Bland and Jinkoo Road, Shanghai.

There will be 3 prizes allotted for the best design, viz. one of \$1500, one of \$750, and one of \$500.

The plans, which are to be marked by a cipher and the word "BAUWETBEWERB," are to be forwarded to the Secretary of the Club Concordia, Shanghai, not later than March 25th, 1904. At the same time the competitor has to forward a sealed envelope, containing his name, with the above cipher as address; this envelope will be opened after the prizes have been awarded.

The Building Committee reserve to themselves the right to carry out any or none of the plans awarded the prizes, or to make use of parts of them for the new Building.

The plan of the Building Lot, also the general Specification of details, are obtainable, free of charge, on application to:

The Secretary of the Club Concordia, Shanghai; The Secretary of the Club Germania, Hongkong; The Secretary of the Club Concordia, Tientsin; The Secretary of the Club Germania, Yokohama; or the Manager of the Hotel Prinz Heinrich, Tsingtau.

Shanghai, 30th January, 1904. [438]

## PUBLIC COMPANIES

## THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, THIS DAY (SATURDAY), 6th FEBRUARY, 1904, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd FEBRUARY, to SATURDAY, the 6th FEBRUARY, both days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, 6th February, 1904. [272]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Leach Buildings, Queen's Road Central, THIS DAY (SATURDAY), the 6th FEBRUARY, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd JANUARY, to the 6th FEBRUARY, inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 6th February, 1904. [268]

## HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 & 40 Queen's Road Central, on WEDNESDAY, the 10th FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 27th January, 1904. [365]

## HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers, Pedder's Street, at 12.30 P.M. on WEDNESDAY, 10th FEBRUARY, 1904, for the purpose of receiving a Statement of the Company's Accounts to 31st December, 1903, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th FEBRUARY, both days inclusive.

JARDINE MATHESON & CO., General Managers. Hongkong, 19th January, 1904. [287]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1904. [386]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, the 6th to the 20th day of FEBRUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22th January, 1904. [385]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.



# THE ROBINSON PIANO Co. (LIMITED)

JUST RECEIVED.  
MAGNIFICENT PIANOS

BY  
RACHALS  
KRAUSS  
STUART  
BECHSTEIN  
HOPKINSON  
HAAKE

EACH THE  
BEST IN  
ITS CLASS.  
VERY MODERATE PRICES  
FOR CASH OR ON  
CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES OF Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

A LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LACQUERED WARE,  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [314]

A SAFE REMEDY  
FOR ALL

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed blood purifier and restorer. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures SKIN AND BLOOD DISEASES PERMANENTLY.

## Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER  
EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, SCURVY, ECZEMA, BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, and SORES OF ALL KINDS it is a safe and permanent remedy.

It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the blood and bones.

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT  
UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48 Bridge Street, Row, Chester, writes:—Just a line in favor of 'Clarke's Blood Mixture.' I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.'—June 13, 1903.

Sold by all Chemists and Patent Medicine Vendors throughout the World

ASK FOR...  
CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes

[57]

## HONGKONG BUSINESS DIRECTORY.

BOOKBINDING  
"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.  
Furniture Dealers, Silver-plated, China  
Glass and Iron Wares.  
17A, Queen's Road Central.

JEWELLERS  
MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.  
PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

PRINTING  
"DAILY PRESS" OFFICE  
Proofs read by Englishmen.  
STOREKEEPERS

BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahtjen's Genuine Com-  
position Red Kaid Brand.

DISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Vaux Road.

## BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.



LEADS IN OUTPUT AND  
QUALITY  
This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain chemicals in any form.  
The Beer is sterilized after being bottled, and  
full matured ages insure its fine condition in any  
climate. Beautifully bright, seductively spark-  
ling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.

Hongkong, 25th July 1903. [450]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, the  
Passage Rates will be by Mail Steamers:—

First Saloon Second Saloon  
To London £65 £44  
To Marseilles £61 £42  
To Brindisi £61

Return tickets are issued at a fare and a half  
available for 2 years.

The proposed sailings are:—  
Departure from Hongkong Connecting at Colombo  
S.S. Malta February 13th S.S. Moldavia  
S.S. Chusan February 27th S.S. Arcadia  
S.S. Ballarat March 12th S.S. Australia  
S.S. Coronandel March 26th S.S. Oceana  
S.S. Sinia April 9th S.S. Mongolia  
S.S. Bengal April 23rd S.S. China  
S.S. Malta May 7th S.S. Himalaya  
S.S. Chusan May 21st S.S. Marmora

Good accommodation can be arranged, on  
booking, in the connecting steamers at Colombo,  
which now include the new steamers Moldavia,  
Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers  
are now: To London 1st Saloon £50, 2nd Saloon  
£35.

Return tickets available for 2 years can now  
be issued at a fare and a half.

Return tickets available for two years are  
also issued home by Intermediate and out by  
Mail steamer or vice versa.

Lates on application.

When these steamers call at Marseilles,  
tickets can be issued to that port at 245 First  
Saloon £33 Second Saloon.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th January, 1903. [3240]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK

CARBOLINEUM-AVENARIUS

IN CASE OF ABOUT  
450 LBS. NET

IN TINS OF 45 LBS.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,  
Sole Agents for China.

Hongkong 1st July, 1903. [2860]

FOR SALE.

MAP OF THE SIKIANG or WEST  
RIVER

From HONGKONG TO WUCHOW,  
Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897

[57]

[ALL RIGHTS RESERVED]

## THE WOMAN ON THE DERELICT. BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nicola," "My Indian  
Queen," &c., &c.)

CHAPTER V. (Continued).

Over the next ten minutes I will draw a  
curtain. It is only necessary to state that we  
took six pictures. This done, the sail-maker  
and his mate, who could be trusted to hold their  
tongues, came aboard, and as they were the work  
of preparing the body for its burial in the deep.  
It was highly essential that the men we had  
chosen for this task should be trustworthy, for  
Jack is proverbially superstitious, and had they  
returned to the "Hulket" with a description  
of what had happened on board, we should have  
experienced considerable difficulty in obtaining  
men to serve aboard her.

When all was ready, they carried their bur-  
den down the main deck to the gangway fur-  
thest from the side on which the "Hulket's"  
boat was lying. We bared our heads and the  
two men followed our example.

"God have mercy on his soul," said the cap-  
tain solemnly.

"Amen," said I, and taking this as a  
signal, the sail-maker and his mate slid the  
body forward, and it went overboard to sink  
with a sullen plunge into the still water along-  
side.

"Thank goodness," I muttered to the cap-  
tain, as we moved away. "I feel as if I can  
breathe more freely now."

"I never want another business like it," he  
replied.

We had only just finished the work in time  
for us to approach the cuddy, Jackson and  
the steward made their appearance from it.

They were both begrimed with dust, while the  
perspiration ran down their faces in streams.

From the list the steward had made it appeared  
that there was an abundant supply of necessaries  
for such a ship's company as we should be.

There was, however, no salt junk in the harness  
cask, and, of course, nothing in the way of fresh  
meat or poultry—of water, there was no stint.

"Can you let me have some fowls, and as  
much junk as you like," said the skipper. "I  
fear, however, you will have to do without the  
fresh meat. And now, Mr. Bramwell, if you  
will accompany me back to the ship we will set  
things in motion. I can smell the breeze  
coming."

Before leaving, I instructed Jackson to keep  
his eye on the lady in the cuddy, and had my-  
self taken the precaution of locking the pantry  
door and putting the key in my pocket. When  
you come to remember the condition of her  
mind, the reason for this will be obvious. Then  
we descended to the boat alongside, and set off  
for the ship. On arrival there, our first duty  
was to make the necessary entry in the log.

The fatal knives were wrapped up and placed in  
the safe with the camera.

"So much for that," said the skipper. "And  
now for your crew."

Acting under the skipper's instructions, the  
chief mate had already selected five men from  
the ship's company, and had discovered five  
more in the stowage, who had no objection to  
making a little money on the way home. To  
this number I added Jackson, the man with  
whom I had so often conversed, and who had  
told me repeatedly that nothing would induce  
him to take up a sailor's life again. Then came  
the question of the cook and steward. There  
was the lady on board to be considered. I  
pointed out my difficulty to the skipper, who  
had found an immediate solution for it.

Turning to the chief mate, he said, "Make  
enquiries among the stowage passengers, and  
find out whether there is a married couple aboard,  
the man to cook and the woman to act as stew-  
ardess. They can berth aft, I suppose, Mr.  
Bramwell."

I answered in the affirmative, stating that  
there was ample room. The chief mate went on  
his errand and, while he was absent, I made my  
way to the cabin, and got my traps together.  
Little had I dreamt when I boarded the "Hulket"  
in Sydney that I was destined not to  
complete my voyage in her.

Had I been willing to spare the time, I could  
probably have spent an hour answering the  
questions which the passengers were so anxious  
to put to me, but after all that had happened  
that day I was in by no means the humor to  
gratify their curiosity. Besides, the captain  
was growing impatient, and wanted to get  
my men aboard, and have things put ship-  
shape as quickly as possible.

I had scarcely finished my packing and seen  
the under steward carry my belongings out to  
the main deck, where Jackson had already been  
placed, when the chief mate came to inform me  
that he had just discovered the couple I wanted.  
The man had been cook on a station in New  
South Wales, while his wife had officiated as  
housekeeper. Provided terms could be arranged,  
they were both willing to join the vessel  
in the capacities required. The matter of  
remuneration was quickly settled, whereupon  
they went off to get together their belongings.

They were not long in doing this, and in some-  
thing under half an hour, we were ready to bid  
farewell to the ship which had brought us so  
many thousand miles.

Prior to leaving it was arranged that I should  
take the brig to Plymouth, and wire to the  
owners of the "Hulket" from there. Matters  
could then be discussed, and the proper autho-  
rities communicated with.

I bade the passengers and officers good-bye,  
and then marshalled my company into the boats  
alongside. Amid hearty cheers we pushed off,  
and headed for the craft which I was about to  
command. How different she appeared with a  
number of people moving about her deck! I  
must leave you to imagine. The scene was in-  
deed an animated one, and did me good  
after all the horrors of the day. Having given  
all hands a glass of grog with which to drink  
success to the homeward voyage, I despatched  
the "Hulket's" boats, with the exception of the  
one lent me by the captain (it must be remem-  
bered we were without boats at all). Then with  
Jackson's assistance I began to knock things  
into shape. There was plenty of work for all  
hands, from myself down to Mrs. Flanagan, the

stewardess, a motherly old p. rty, who possessed  
a tongue that, as Jackson declared, "Wou d talk  
the hind leg off a donkey."

One of my first acts on coming aboard was to  
look into the cuddy in order to discover whether  
my unhappy charge was safe. I found her sit-  
ting just as I had left her, still looking straight  
before her, as if she were staring into vacancy.  
I had already explained to Mrs. Flanagan the  
nature of her case, though I had been careful to  
say nothing of the murder which had been com-  
mitted on board. The old woman promised to  
do what she could for her, and I felt so far as  
she was concerned all would be well. It was a  
happy thought of the captain's that brought her  
aboard.

Having seen that all was right below, I re-  
turned to the deck to find a cheerful coil of  
smoke arising from the galley. The decks had  
been cleared of all we had brought from the  
ship, save the caddy luggage, and this they  
were in the act of carrying in. For my own  
use I had chosen the berth in which I had found  
the nautical instruments, giving Jackson its  
companion on the opposite side. The cook and  
the stewardess were allotted that nearest the  
pantry, while its equivalent was given to Hick-  
son, whom I had appointed bosun, to be shared  
with another respectable young fellow, a stear-  
age passenger, who, should occasion arise, would  
act as carpenter. They were to berth aft and  
to take their meals forward.

So far the captain's prophecy of a breeze did  
not seem likely to be realized. The sea was  
still like glass and the heat almost overpowering.  
It was past mid-day by this time, for I sent  
word forward to the cook to let the men have  
their dinner as soon as possible. As for our-  
selves, after some cold tinned meat and a bottle  
of beer apiece met the case exactly. Mrs. Flana-  
gan had already taken charge of the girl, whom  
I had decided to name Alexandra, partly on ac-  
count of her queenly beauty, and partly by  
reason of the initial I had found upon her  
posnet handkerchief. She had prepared a bed for  
her, and with true womanly instinct, had made  
and taken her a cup of tea and some bread and  
butter which we had brought with us from the  
ship.

"Poor soul," she said to me, when I ques-  
tioned her, "she don't seem to have any will of  
her own. Does just as she is told, like a little  
child. I says to her, 'Come, drink up yer tea,  
Maisy,' and she drinks a drop or two, and then  
seems to forget what she's a-doing of."

"She has been through some terrible experi-  
ences in the last few days," I replied. "How  
any man could have the inhumanity to abandon  
the ship, leaving her locked up in that cabin to  
starve, is more than I can imagine. But they  
shall be brought to justice for it."

"And so they should—the murderer's devil!"  
I'd like to have the mauling of them." With  
that she plumped a bottle of pickles on the table  
with a bang as if to show the intensity of her  
feeling in the matter.

Our meal finished, we went on deck, when the  
crew were called aft and divided into watches.  
I had set the chronometer by those of the  
"Hulket," and it came as a welcome sound to  
hear the ship's bell strike two.

Being anxious to make sure that we did not  
stand in need of anything of importance, I went  
round to inspect the ship for myself. Much to  
my satisfaction this proved to be so. The boat,  
which would be our sole means of leaving the  
ship should any ill befal her, was hoisted aboard  
and made secure. Then, feeling thoroughly  
tired out, for it must be remembered I had been  
awake since one o'clock that morning and had  
done a considerable amount of work, I went  
down to my cabin, and finding that Mrs.  
Flanagan had made up my bunk, turned in, all  
slacking, for half an hour's snooze.

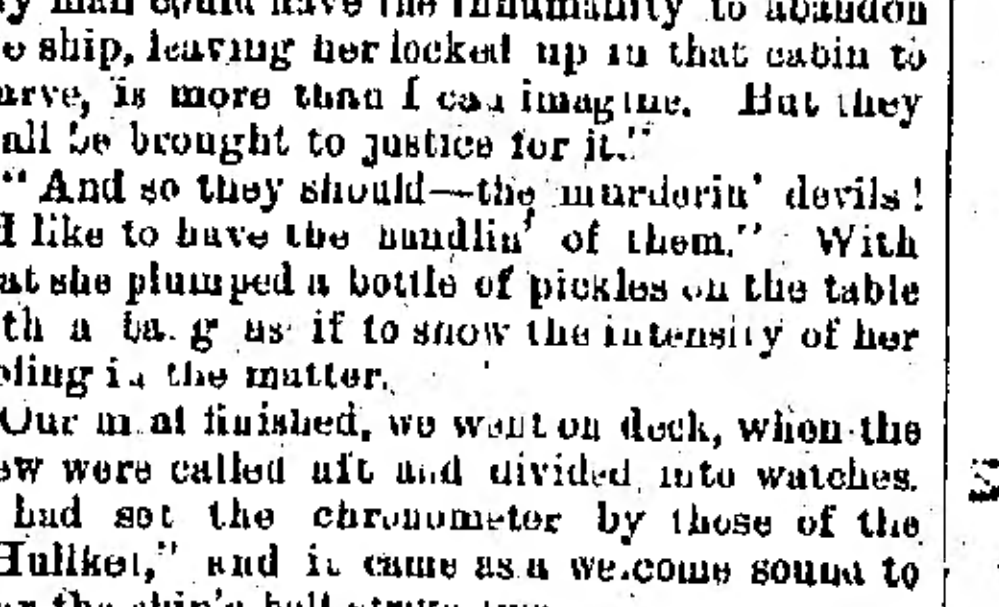
I was awakened by loud rapping at my door,  
and springing out to open it, found Jackson  
awaiting me.

"We have got the breeze at last, sir," he said.  
"It's coming up hand over fist."

"That's good news indeed!" I answered.  
"Make sail, and I'll be with you in a few mi-  
nutes."

Ten minutes later we were bowling along,  
and I had started on the strangest voyage I had  
ever undertaken.

(To be continued.)



ROWLAND'S  
ODONTO  
WHITENS  
THE TEETH  
PREVENTS DECAY SWEETENS THE BREATH  
SOLD BY STORES AND CHEMISTS

[383-3]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [449]

DAVID CORSAIR & SON'S

MERCHANT NAVY  
NAVY BOILED  
ONG FLAX  
RELIANCE CROWN  
TARPAULING

AKNOLD, KARBURG & CO.,  
Sole Agents.

NOTICE OF REMOVAL.

THE Business of AH MEN and HING  
CHEONG & CO., Tailors, will be  
CARRIED ON from the 17th inst. at No. 8  
QUEEN'S ROAD CENTRAL, opposite to the  
Connaght House Hotel.

Hongkong, 5th January, 1904. [198]

BEKANNTMACHUNG.

Die amlichen Veroeffentlichungen der  
Konsulate Pakhoi und Hoibow erfolgen  
wuehrend des Jahres 1904 durch den "Ostasia-  
tischen Lloyd" und "Hongkong Daily Press."  
Pakhoi, 17th December, 1903.

DR. KAISERLICHE KONSUL A. L.  
H. von VAREMIN.

3514]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.

J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [76]

CONDITIONS LIBERAL PREMIUMS MODERATE

## STANDARD LIFE OFFICE.

Which has been for so many years well known in the East, offers the combined advantages  
a Local Office and of a large BRITISH institution with an established reputation for liberal  
in its dealings with its Policy-holders.

NAVAL AND MILITARY OFFICERS

CAN IN TIME OF PEACE (at a Small Extra charge) effect Standard Policies which cover

RISK OF WAR.

For full information and prospectus, apply to

DODWELL & CO., LD., AGENTS,

QUEEN'S BUILDINGS.

IF YOU HAVE ACQUIRED A TASTE FOR

EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA,  
OSAKA and KAIKAWA, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong

CODE USED: A I & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies,  
&c. Sole Proprietors of Kamsuoto and Tennou Coal Mines. Sole Agents for Kawanishi,  
Komsaigaura, Minamio, Ikejiri and Kumagata Collieries.

K. UYEMURA, Manager

Hongkong, 4th March, 1903. [240]

JAPAN

COALS.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A I Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ito Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mamoda, Mannoura, Onoura Otsuji,  
Sasahara Tsubakuro, Yoshinotsu, Yoshio, Yumokibara, and other Coals.

N. INUZUKA, Manager, Hongkong

## NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL

Latest and



## VESSELS ADVERTISED AS LOADING.

## SHIPPING.

## ARRIVALS.

4. VOLGA, British str., 2351, Patten, Barry Dock 19th Dec., Coals.—DODWELL & CO.  
 5. DENYORICH, British str., 2164, R. W. Thomson, Hongkong 20th Jan., General.—GIBB, LIVINGSTON & CO.  
 6. HAILAN, French str., 377, L. Andersen, Pakhoi and Hoihow 4th Feb., General.—A. H. MARY.  
 7. HAITAN, British str., 1832, Rench, Swatow 4th February, General.—DODWELL & CO.  
 8. IAPRAIK & CO.  
 9. HANSA, German str., 1302, Weidlich, Moji 29th Jan., Coal.—SANDER, WIELER & CO.  
 10. HOUNSLOW, British str., 1860, Adshood, Moji 29th Jan., Coal.—DODWELL & CO., LIMITED.  
 11. KWANGLEE, Chinese str., from Canton, Swatow 4th February, General.—Wm. H. Lum, Shanghai 2nd February, General.—CHINESE.  
 12. MAIDZURU MARU, Japanese str., 1975, T. Saitow, Amoy and Amoy and Swatow 2nd February, General.—OSAKA SHOSHEN KAISHA.  
 13. MERIONETHSHIRE, British str., 1349, G. C. Chudy, Singapore 27th Jan., General.—SHEWAN, TOMES & CO.  
 14. SEYDLITZ, German steamer, 4970, C. Dowers, Bremen 23rd Dec. and Singapore 30th Jan., Mails and General.—MELCHERS & CO.

## CLEARANCES.

AT THE HONGKONG MASTER'S OFFICE.  
 5th February.  
 1. BRITISH str., for Yokohama, Amoy, and Hongkong.  
 2. German str., for Amoy, Hongkong, and Swatow.  
 3. German str., for Amoy, Hongkong, and Swatow.  
 4. German str., for Amoy, Hongkong, and Swatow.  
 5. German str., for Amoy, Hongkong, and Swatow.  
 6. German str., for Amoy, Hongkong, and Swatow.  
 7. German str., for Amoy, Hongkong, and Swatow.  
 8. German str., for Amoy, Hongkong, and Swatow.  
 9. German str., for Amoy, Hongkong, and Swatow.  
 10. German str., for Amoy, Hongkong, and Swatow.

## DEPARTURES.

5th February.  
 1. BRITISH str., for Yokohama, Amoy, and Hongkong.  
 2. German str., for Amoy, Hongkong, and Swatow.  
 3. German str., for Amoy, Hongkong, and Swatow.  
 4. German str., for Amoy, Hongkong, and Swatow.  
 5. German str., for Amoy, Hongkong, and Swatow.  
 6. German str., for Amoy, Hongkong, and Swatow.  
 7. German str., for Amoy, Hongkong, and Swatow.  
 8. German str., for Amoy, Hongkong, and Swatow.  
 9. German str., for Amoy, Hongkong, and Swatow.  
 10. German str., for Amoy, Hongkong, and Swatow.

## VESSELS IN DOCK.

5th February.  
 1. ABERDEEN DOCK.—Triton.  
 2. KOWLOON DOCK.—H.M.S. Moeve, Tarant, H.M.S. Gory, Ellen Rickmers, Vigilant, Fertia, Lydia, Sunghing, Liu Tan, Wanchang, Hue.  
 3. METROPOLITAN DOCK.—Triton, Dornier.

## VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
 VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
 PROPOSED SAILINGS FROM HONGKONG.  
 1903.  
 "SIKH" ... 5th Feb.  
 "MACDUFF" ... 1st Mar.  
 For Freight and further information, apply to DODWELL & CO., LTD.  
 Hongkong, 29th January, 1904. [112]

## "SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.  
 THE Company's Steamship  
 Captain C. H. Burch, will be despatched for the above ports TO-DAY, the 6th inst., at 4 P.M.  
 This steamer has superior accommodation for passengers.  
 For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.  
 Hongkong, 5th February, 1904. [392]

## FOR YOKOHAMA, KOBE AND TSINGTAU.

THE Steamship  
 Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.  
 For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
 Hongkong, 2nd February, 1904. [409]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.  
 FOR SHANGHAI, KOBE AND YOKOHAMA.  
 THE Company's Steamship  
 Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.  
 For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
 Hongkong, 2nd February, 1904. [409]

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
 THE Steamship  
 Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.  
 For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
 Hongkong, 2nd February, 1904. [409]

## NOT RESPONSIBLE FOR DELAYS.

NEITHER THE CAPTAIN, THE AGENTS, nor the Owners will be RESPONSIBLE for any DELAY contracted by the Captain or the Crew, or the following Vessels:—LOTHEIR, Italian large, Schiavone—Carlowitz & Co.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NESTOR	Brit. str.	C. L. Daniel	BUTTERFIELD & SWIRE	To-day, 13th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON, &c., VIA PORTS OF CALL	PALESTINE	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	16th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	1st March
LONDON & ANTWERP	GLAUCUS	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	15th March
LONDON & ANTWERP	PAK LING	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	29th March
MARSEILLES &c., VIA PORTS OF CALL	E. SIMONS	Freust.	Charbonnel	MESSAGERIES MARITIMES	9th inst., at 1 P.M.
MARSEILLES &c., VIA PORTS OF CALL	GERA	Freust.	R. Dahl	MELCHERS & CO.	17th inst., at Noon.
MARSEILLES &c., VIA PORTS OF CALL	RAYMOND	Freust.	C. H. Burch	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
HAVRE, LONDON, ANTWERP & HAMBURG	P. VALDEMAR	Dan. str.	Schnefeldt	MELCHERS & CO.	About 10th inst.
HAVRE, COPENHAGEN & BALTIC PORTS	ALPES	Dan. str.	Schnefeldt	HAMBURG-AMERIKA LINIE	9th inst.
HAVRE & HAMBURG	C. FRED LARSEN	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	20th inst.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	22nd March
HAVRE & HAMBURG	SAMBIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	5th April
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	KREMONA	Brit. str.	Damianovich	BUTTERFIELD & SWIRE	23rd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ALPES	Aus. str.	Damianovich	SANDER, WIELER & CO., LTD.	About 5th inst.
TRIESTE &c., VIA SINGAPORE & CANAL	SIKH	Brit. str.	Damianovich	CANADIAN PACIFIC R. CO.	10th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	E. OF INDIA	Brit. str.	Damianovich	CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER, VIA SHANGHAI &c.	TARTAR	Brit. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	9th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI &c.	AKI MARU	Jap. str.	A. Dixon	DODWELL & CO., LIMITED	13th inst.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI &c.	OLYMPIA	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	13th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI &c.	ANDALUSIA	Brit. str.	Hollingsworth	PORTLAND & ASTORIA CO.	13th inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	13th inst.
AUSTRALIAN PORTS	TRINIAN	Brit. str.	Hollingsworth	GIBB, LIVINGSTON & CO.	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	9th inst.
YOKOHAMA, KOBE & TSINGTAU	CHANGHAI	Ger. str.	G. Schmidt	HAMBURG-AMERIKA LINIE	10th inst., D'light.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEYDLITZ	Ger. str.	C. Dowers	MELCHERS & CO.	To-day, at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	SEYDLITZ	Freust.	Gingress	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI	KWANGSIE	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 14th inst.
NINGPO & SHANGHAI	TRINIAN	Brit. str.	A. Hansen	BUTTERFIELD & SWIRE	8th inst.
FOOCHOW, VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	14th inst., 10 A.M.
TAMING, VIA SWATOW & AMOY	MAIDZURU M.	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	10th inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	R. W. Almond	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
MANILA DIRECT	KANBU	Brit. str.	R. W. Almond	DODWELL & CO., LTD.	To-day, at 10 A.M.
MANILA & CEBU	ZARAT	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	10th inst.
MANILA DIRECT	TEBONT	Brit. str.	R. W. Almond	DODWELL & CO., LTD.	About 1st Mar.
MANILA	WYOHANG	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	9th inst.
BOMBAY, VIA SINGAPORE & PENANG	CARPI	Ital. str.	Bolsite	CARLOWITZ & CO.	11th inst., at Noon.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

## ON TUESDAY, the 9th February, 1904,

at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Charbonnel, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This steamer connects at COLOMBO with the Australian line a.s. "Dumbarton," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 8th February. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th January, 1904. [2]

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

## THE Danish Steamer

## "PRINS VALDEMAR."

Captain Koch, will leave for the above ports on or about WEDNESDAY, the 10th February.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 16th January, 1904. [249]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Town every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. (Hongkong, 4th August, 1897.) [8]

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain Samuel Bell Smith.

## DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO., 2nd Floor, 19, Victoria Street.

Hongkong 8th September, 1903. [2]

## FOR CANTON.

## THE new and fast Twin-Screw Steamer

## "SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbor Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight, very moderate.

J. TREVOUX & CO., No. 123, Connaught Road Central.

Hongkong, 30th June, 1903. [37]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

## AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.

R.M.S. "TARTAR" ... 4,250 Tons ... WEDNESDAY, 24th Feb.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.

Hongkong to London, 1st Class ... via St. Lawrence Bay via New York 262.

" " Intermediate on Steamers ... 240.

" " and 1st Class Rail ... 242.

## THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the

famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. "ROWX" General Agent.

Hongkong, 1st February, 1904. [16]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI 2540 R. W. Almond Manila direct Sat., 6th Feb., 10 A.M.

ZAFIRO 2540 R. W. Almond Manila direct Sat., 13th Feb., 10 A.M.

PERLA 1980 A. H. Notley

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st February, 1904. [16]

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA VIA HANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

OLYMPIA 2,837 A. Dixon Saturday, February 13th

SHAWMUT 2,837 W. M. Smith Friday, February 19th

TACOMA 2,812 M. Ridley Friday, February 26th

VICTORIA 2,812 J. Trubridge Wednesday, March 16th

TREMONT 2,812 T. W. Garlick Friday, March 25th

OLYMPIA 2,837 A. Dixon Wednesday, April 27th

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PREUSSEN ... WEDNES







**MAILS WILL CLOSE**



Mr. John White says in his Annual Shipping Review, dated London, 2nd January, 1896, that the Atlantic cannot be overworked with satisfaction either by shipowners or shipbuilders. Freight has almost throughout the year been at an unremunerative level, and orders for new cargo steamers have been very limited, and at prices which, at current cost of labour, cannot leave room for profit. In certain directions trade of former years has been absent in the past year, but the great cause of the depression has been over-supply of tonnage. The regular lines have increased the sizes of their steamers, not only for passenger service but as cargo-carriers, and accept rates of freight in competition with the tramp steamer, and the result has been to reduce the rates of loading and discharge. The tramp steamer has been increased in size, so that when any demand requires a few of them speedily supply the requirements and preclude any possibility of rates advancing by shortage of tonnage. These large steamers were mostly built with a view of being employed in the Atlantic or direct out-and-home India voyages, but, during the past year they have been seen in the Black Sea trade and about India coasting trade, where the effect of 10,000 or 12,000 ton steamers is soon felt. The production of our yards in the past year amounted to 1,200,000 tons of steamers, and there have been removals from the register of the United Kingdom in the same period of 445,000 tons of steamers, which include about 100,000 tons representing nearly one-half of the tonnage removed. The production of the year 1895-1896, when the total was 1,200,000 tons less than the previous year, and 475,000 tons less than in 1891, and the removals during the past year about 419,000 tons more than the previous year. Although the production of each year since 1897 has been greater than last year, the removals in those years have been much larger, principally on account of the large sales to foreigners, especially in 1896-1897, when the total was 1,200,000 tons. Sailing tonnage continues to decline; there have been added to the register of the United Kingdom during the past year about 33,553 tons of sailers, and removed about 110,000 tons. Of the production last year, one firm alone, Messrs. Harland and Wolff, of Belfast, have contributed 110,463 tons, which is presented in only six steamers, one of which, the *White Star Line Baltic*, is 23,763 tons. The total engine production in the same time has been 140,400 I. H. P. Considering this large output, and that other builders and engineers are increasing their producing capacity, it is not surprising that it is difficult to find adequate employment for the large number of men working in shipbuilding construction, according to the returns of Lloyd's Register of Shipping, at the end of 31st December last, steamers representing 889,255 tons, which shows a substantial decrease in the tonnage building at the same date in the previous year, which was 1,393,465 tons. There were no building at the end of September last warships of 327,570 tons displacement.

The agreement between our Government and the Cunard Company, which provides for the Cunard Company remaining strictly British, and provides for a subsidy of £150,000 per annum, and the advancing by the Government of the Company up to £2,000,000 at 3 per cent. interest, and the building of two fast steamers, has been published. The building of the steamers awaits the result of an inquiry by a commission of experts appointed by the Cunard Company, whether the steamers shall be constructed with engines of the turbine type, which have rapidly advanced in favour, especially for high speed. The agreement between our Government and the International Mericantile Marine Company (Atlantic Combine) has also been published, which appears to convey the advantages of the agreements which were existing between the Government and certain British companies, those absorbed by a financial foreign company, and therefore, it is difficult to understand why the advantages are continued.

Important amalgamations have taken place in the combination of the shipbuilding firm of Messrs. C. S. Swan and Hunter, of Wallsend-on-Tyne, with Messrs. Wigham Richardson and Co. and the Tyne and Pontoon and Dry Dock Company, of Wallsend. Also the combination of Messrs. Laird Brothers, of Birkenhead, and Messrs. Charles Cammell and Co., of Sheffield, which will no doubt complete their capabilities for undertaking Government work in which both firms have been largely engaged. A large amount of work has been taken in new vessels and heavy overhauling of existing war vessels has been entrusted to private yards during the year. Last year, construction was created in two quarters by the forming of a combination, under American auspices, of most of the lines engaged in the Atlantic trade, under the name of the Atlantic Combine. The anticipations of this scheme do not appear to have been realised, and it is announced that the Continental lines that joined in the combination have withdrawn. It is to be feared that the operations of the International Company, that was formed with American capital to tempt the English companies to join in the combination, has been the least successful. The companies that the British paid to these companies were totally unwarranted, and will only create a disgust against shipping by those who were induced to invest, without any benefit to anyone, except the companies absorbed, who were doing well enough when working on a sound, legitimate basis. This spirit of combination under large capital was repeated in America by the combination of numerous ship-building and engineering works in America, which has speedily come to grief with the same sure of over-capitalisation.

It has been reported that the Atlantic Combine companies in the future on vessels, a production of the ferocious that have lately been in the market, which suggests some difficulty has been experienced in handling such vessels expeditiously or getting full cargoes, probably both reasons.

Strikes have been prevalent everywhere. There was a strike of joiners, which commenced before the close of last year, and after 22 weeks idleness, the men agreed to the masters' terms. A strike of engineers on the Clyde in the spring. Labour strikes in Holland, Victoria, Valparaiso, Marseilles, Barcelona, Cape Town, Odessa, and Genoa.

An important transaction of the year has been the sale by Messrs. Elder, Dempsey and Co. of their Canadian and Pacific Lines to the Canadian Pacific Railway Company, of 14 steamers, representing a gross tonnage of 93,123 tons.

The special feature in connection with shipbuilding during the year has been the development of the turbine machinery. It appears to have enlisted favourable expert opinion in the vessels into which it has been fitted, which so far have been light-draught vessels. Orders have been given for some large steamers with this machinery for Atlantic and Colonial trades, the results of which vessels will be watched with great interest. Whether it offers any advantage for cargo boats is yet to be proved.

Great steamship building has been done from £6 to £7 7s. 6d. for steel plates, the latter prices being now current. Wages have been slightly reduced of engineers, joiners and shipbuilders' men, but not to anything near the advances that were given by the masters during good times, and it is to be feared, unless the men

There is no ground to justify any anticipation of an immediate improvement in freight, but shipowners have the policy in their own hands, and if there was a little corner amongst them in fixing rates, the same as is adopted in other branches of commerce, and they will refrain from adding to the tonnage, a speedy improvement would, doubtless, soon be produced.

## THE GERMAN NAVY IN 1903.

At the close of last year a statement was published in Berlin in which the systematic increase in the numerical and material strength of the German navy during 1903 is reviewed. Ten new vessels have been launched during the course of the last 12 months, including three battleships, one large cruiser, three small cruisers, one gunboat, and two river gunboats. The construction of these vessels has been accomplished in the three Imperial naval yards at Danzig, Kiel, and Wilhelmshaven, and in the shipbuilding yards of seven private firms. The orders for the Imperial navy, which have been placed with these private firms have given a welcome impulse to the shipbuilding industry since the large steamship lines have recently shown little inclination to make additions to their fleets. During 1903 the Imperial navy authorities have taken over from the constructors one battleship, one large cruiser, four small cruisers, one gunboat, and one river gunboat. Of these, one small cruiser, the one gunboat, and the one river gunboat are among the vessels already enumerated as having been launched earlier in the year. The construction of five new vessels, the first in talents of votes for which had been passed in the naval estimates, was begun. There are at present on the stocks seven battleships, three large cruisers, four small cruisers, and one river gunboat. The naval programme attaches predominant importance to the construction of battleships, since they are regarded as constituting the most effective instrument of sea-power. German writers on naval matters find it a subject for self-congratulation that Germany "is not following the example of France in pinning her faith to cruisers and submarine boats." The increase in the numerical strength of the navy has produced a corresponding increase in the number of men, and this has involved several important changes in organisation. Among these changes may be reckoned the creation of a class of gunners who contract for long service in the light artillery of active sea, and the conversion of the first squadron into an active service fleet. This fleet will consist of a double squadron of battleships, with a strong scouting detachment of large and small cruisers, instead of a single squadron of eight ships of the line. The second squadron, which at present consists of only four armoured coast-defence vessels, will soon be brought up to the strength by the gradual addition of the battleships which are now in course of construction. The longest cruises which was undertaken by the active service fleet extended to the coasts of Spain and Portugal. The fleet which took part in the autumn training manoeuvres from the middle of August until the middle of September consisted of ten battleships, four armoured coast defence vessels, 22 torpedo-boats, and nine other vessels. Particular attention has been paid to the development of a system of wireless communication. Abroad the East Asiatic station remains the most important, and is occupied by a cruiser squadron, gunboats both for ocean and river service, and torpedo-boats. Kinchoo forms the naval base, although for the present the vessels have still to be docked and repaired in Chinese or Japanese ports. The necessity, however, will cease when the Kinchoo harbour works have been completed. The squadron has been busily engaged in cruising in Asiatic waters, and the smaller vessels have penetrated far inland up the rivers and canals. The cruiser division on the East American station has had repeated occasion to intervene on behalf of German subjects and for the protection of German property. The "highly successful blockade of the Yucuauls ports" last spring, and the recent revolt in the Dominican Republic are cited as proofs of the necessity for permanent maintenance of a strong squadron in the West Indies. At the remaining stations, in East and West Africa, in Australia, and in Constantinople, no important events took place. The total number of German ships of war stationed abroad is 25, of which 16 are in East Asia and four in the West Indies.

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**NOTICE TO CONSIGNEES.**

**T**HE P. & O. S. N. Co.'s Steamer

**"CHUSAN"**  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that the Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex *s.s. Arcadia*.  
From Australia, ex *s.s. Victoria*.  
From Calcutta, ex *s.s. Sundara*.  
From Persian Gulf, ex *s.s. B. I. S. N.*  
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-DAY, the 31st inst.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 31st January, 1904. [1]

**OCEAN STEAMSHIP COMPANY,**  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

**C**ONSIGNEES per Company's Steamer

**"GLAUCUS,"**

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 12th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 4th February, 1904. [10-11]

**HIS BRITANNIC MAJESTY'S SHIPS**  
**IN THE CHINA SQUADRON.**

Alcester, dispatch-boat, 1,700 tons, 10 guns, 3,900 h.p., Comdr. O. De Brook, Canton

Albion, battleship, 12,950 tons, 18 guns, Capt. Fremantle, Hongkong

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Singapore

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weibawai

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Singapore

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Makin, Foochow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Hongkong

Centurion, battleship, 10,500 tons, Capt. Pegou at Hongkong

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Hongkong

Edipus, cruiser, 5,800 tons, 11 guns, Captain Stokes, en route Singapore

Esperio, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Newchwang

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Assor, at Hongkong

Fearless, cruiser, 443 tons, 12 guns, Comdr. Yangtze Lines, Hongkong

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Hongkong

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns 4,000 h.p., in reserve

Humber, storeship, 1,640 tons, Comdr. John D. Daintree, Hongkong

Janus, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 h.p., in reserve

Kineba, river gunboat, 331 tons, Lieut.-Comdr. Christopher F. McCall, on Yangtze

Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Storer, Mire Bay

Moorhous, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. F. Webster, West River

Ocean, battleship, 12,850 tons, 16 guns, 13,500 h.p., Captain R. F. O. Foote, C.M.G., Hongkong

Otter, torpedo-boat destroyer, 350 tons, in reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Hongkong

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Shanghai

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. C. W. J. Howard, Hongkong

Romario, sloop, 930 tons, 6 guns, 11,400 h.p., Comdr. J. Hos. Jackson, Yangtze

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. J. Jones, West River

Sirius, 2nd class cruiser, 3,630 tons, Capt. C. H. H. Moore, Shanghai

Snipe, river gun-boat, 53 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze

Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut.-Comdr. Codrington, Hongkong

Taken, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve



### AVERAGE MARKET PRICES

BURMESE MEAT.		
豬腰肉	Moi Lung Pa Yuk—Beef, sirloin and prime cut .....	lb. 17
牛肉鹹	Ham Ngau Yau—Cured Beef .....	17
牛肉炸	Siu Ngau Yau—Roast Beef .....	17
	.....	18
肉泡	Tong Yau—Brest of Beef .....	13
肉湯	Tong Yau—Brest for soup .....	13
肉牛腩	Ngau Tok Pa—Beef Steak .....	18
肉牛舌	Ngau Tok Ch'ong—Sausages .....	17
腦牛	Ngau No—Bullock's Brains .....	
	per set 8	
	Ngau Lek—Bullock's Steak, Sirloin .....	26
和牛	Ngau Lek—Bullock's Tongue, fresh .....	each 45
牛心	Hau N au Lo—.....	55
牛舌	Ngau Tau—Bullock's Heart .....	55
牛心	Ngau Sun—.....	lb. 9
牛心	Hau Ngau Kin—Beef Hump, .....	
	salt .....	14
蹄牛	Ngau Kok—Bullock's Feet .....	each 8

鴨	Nga Met—Bullock's Tail .....	16
鴨	Ngaun Co—Bullock's Liver ... lb.	9
鴨	Ngaui Tó—Bullock's Tripe, undressed ..	5
鴨頭仔牛	Ngaui Tani Tsa Kok—Calves' head and Feet .....	45
羊	Yang Pui Kwat—Mutton Chop ..	24
羊	Yang Pui Kwat—Mutton ..	22
羊	Yang Shau—Mutton, Shoulder ..	24
羊	Yang T'au—Sheep, Head per set ..	50
羊	Yong Sam—Sheeps' Heart ... "	9
羊	Yang Iu—Sheeps' Kidneys ..	12
羊	Yong Kon—Sheeps' Liver ... "	12
羊	Chia Kok—Goat ..	2
蹄	Chia Kok—Pigs' Brains... per set ..	2
蹄	Chia Kok—Pigs' Fry .....	1b

頭猪	Chā F'u—Pigs' Heads .....	pair	8
肝猪	Chā Lu—Pigs' Kidneys .....	lb.	20
肝猪	Chā Ku—Pigs' Liver .....	lb.	22
脊牌猪	Chā P'ai Kwat—Pork Chop ..	each	9
心猪	Chā Suan—Pigs' Heart .....	each	6
腰猪	Chā Ju—Pigs' Kidneys .....	each	6
肝猪	Chā Ku—Pigs' Liver .....	lb.	24
仔猪	Chā Tsai—Sucking Pigs (to order) .....	"	18
滷牛生	Shang Ngau Yau—Beef Suet ..	"	17
		"	20

兩半生	Shang Tsing-Veal .....	18
牛生	Ngau Lap Ch'ing-Hoofsteaks .....	16
牛	Ngau Lap Ch'ing-Hoofsteaks .....	18
熟牛	Ngau Lap Ch'ing-Veal .....	18
	POULTRY.	
行雞	Kai Tsai-Chicken .....	24
雞	Sin Kai-Chapons .....	29
燒鴨	Pang Kau-tsai .....	each 15
鴨水碗	Sang Sheng Shod Ap-Wild Duck .....	8
	Canton .....	pair 23
	Ap-Ducks .....	each 20
蛋雞	Kai Tan-Hen's Eggs .....	dos. 30
雞	Kai-Fowls, Canton .....	lb. 34
鴨	Hoi Nam Kai-Fowls, Hainan .....	22
鴨清油	Hoi Nam Kai-Fowls, Hainan .....	22
鴨肝	Sing Hoi Ya Ngau-Geese, Wild .....	\$1.4
	Singhuang .....	
鴿白	Pak Kop-Pigeons .....	Canton each 20
	Hoishow .....	25
鴿絲	On Ch'en-Quail .....	each 20
元托	Tai Tan-Hare .....	50
山	Shan Kua-Partridge .....	\$1.30
雀	Wa Fa Tsuk-Birds .....	each 50
雀花	Wa Fa Tsuk-Birds .....	dos. 50
鴨少	Sa Tai-oi-Snipe .....	each 2
鴨水	Shou Ap-Teal .....	each 4
公火	Foa Kai Kung-Turkeys, Cook .....	lb. 4
火	Foa Kai Mo-Turkeys, Hen .....	25
	FISH.	
魚	Kai Yu-Barbel .....	1
魚	Pai Yu-Bream .....	25

鯊水溪	Tam Shou Yu—Carp	鯊
	water Fish .....	鯊
魚鯉	Lo Yu—Carp .....	鯉
魚赤鯉	Ch'ok Yu—Cat Fish .....	赤鯉
魚無鱗	Man Yu—Codfish .....	無鱗
	Hai—Crab .....	蟹
魚鱸	Mak Yu—Cuttle Fish .....	鱸
魚孟沙	Shá Máng Yu—Dab .....	孟沙
魚墨魚	Wong Mei Lun—Dace .....	墨魚
沙田狗	Ting To Shá—Dog Fish .....	沙田狗

淡水	Fai Shui—Eels, Conger	
鹹水	Tsin Shou Sin—Eels, Fresh water,	
黃魚	Wang Sin—Eels, Yellow	10
鰱魚	T'ing Kai—Fog, 3	
斑石	Shak Páu—Garoupa	10
魚	Pak Kay Yu—Gudgeon	10
鱸	T'eng Kwan Yu—Halibut	10
白	T'ao Pak Yu—Herrings	10
魚	Wong Fa Yu—Labrus	10
魚	Wu Yu—Loach Fish	10

魚	Shi Yu—Mackerel .....	33
魚	Chai Yu—Mullet .....	33
魚	Mong Yu—Monk Fish .....	33
魚	Sing H6—Oysters .....	33
魚	Kai Kung Yu—Parrot Fish ...	33
魚	Tan Lo—Perch .....	33
魚	Hau Taz Yu—Pike .....	33
魚	Po Tu—Pun—Plaice .....	33
魚	Pak Chong—Pomfret, White ..	33
魚	Hak Chong .....	Black .. 33

鮮明	Ming Hā—Prawns .....	11
沙呂翅	Pi Pa Sa—Ray .....	11
公南石	Sik Kau Kung—Rock Fish ...	11
魚鰻	Ch'um Yü—Roach .....	11
魚鯊	Sa Yü—Shark .....	11
魚女馬	Mā Yau Yü—Salmon, Canton ..	11
魚生	Shang Yü—Salmon, Fresh Water ..	11
蝦	Hā—Shrimps .....	11
魚鰻	Pō Yü—Skate .....	11
魚角	Lā Yü—Snapper .....	11

魚沙鯪	T'at Nn Yü—Soles.....	11
魚鱗	Wāz Yü—Tench.....	11
魚左	Tso Hau Yü—Turbot.....	11
魚時	Kōk Yü—Turtles, small, fresh-water.....	11
魚蟹白	Pāk Bit Yü—White Bait.....	11
	Fruits.....	
仁杏	Hang Yan—Almonds.....	11
萬平山金	Kam Shan Ping Ko—Apples, California.....	11

蕉平洋大	Lat Pau Pa No Apples,	lb.
	Chefoo	lb.
愛海	Hoi Tong—Apples, small, Chefoo lb	
枝荷	Pan Chi—Apples, Custard,	
	Macao,	each
菓平本日	Yat Pun Ping Ko—Apples,	
	Japanese	lb.
蕉香城省	Shang Sheng Heung Tei—	
	Bananas, fragrant, Canton	
蕉香山	Shang Heung Tei—Bananas	

桃楊	Young T'6-Carambola .....	"
栗風	Fung Nut-Chestnuts, Chinese .....	"
子椰子	Ye Tsz-Cocoanuts .....	each
子提葡萄	P'6 Tai Tsz-Grapes .....	lb. 1st q.
檸檬	Ning Mong-Lemons, Chinese .....	"
	Kam Shang Lingmon-Lemons,	
	America .....	each
枝荔	Lai Chi-Lichees, Fresh .....	1st q.
	" .....	2nd "
	" .....	3rd "

乾枝荔	Lai Chi Kon—Lichees, Dried	lb.
嘉路	Ning Mong—Limes, Saigon	doz
芒菜	Luibung Mong—Mango, Manila	each
芒老	On Nan Mong—Mango, Saigon	doz
毛南安	Shan Chuk Tsz—Mangosteens	doz
子竹山	per 100	1st ql.
	Fhan Chuk Tsz—Mangosteens	2nd
	per 100	lb.
底西	Sai Kwai—Melons Water	lb.
檳白	Pak Lam—Olives	doz

橙	Chang—Oranges, Canton .....	15
檳洲沙	Chiu Chou Chang—Oranges, Swatow .....	15
8. 橙門灣	O Mun Chang—Oranges, Macao .....	15
桔沙珠	Chu Sā Kat— " Small .....	15
桔甜	Tim Kat— " Mandarin .....	15
花生	Fa Shang—Peanuts .....	1b.
2626 梨雪海上	S'hai Sūt Li—Pears, American q. l.	
梨鮮	Sin Tai—Pears, Cooking, Canton .....	15
梨沙	Sā Li—Pears, Shanghai .....	1b.

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THE  
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Note Address :—No. 2, Lee House Road  
Hongkong, 18th January, 1897.  
A. HALE for the Concerned, at 14, Des Vaux Road  
London Office, 131, Fleet Street E.C.